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Claims 1-37 (canceled)

38. (Newly presented) In a vessel having a hull having an interior and a ceiling, which ceiling has an upper surface and a lower surface, the improvement comprising a system which renders the vessel unsinkable, which system comprises:

- a) an air compressor which feeds air under pressure to a compression chamber,
- b) a compression chamber which feeds air under pressure to at least one inflatable airbag, and
- c) at least one inflatable airbag stored on the lower surface of the ceiling of the hull.

39. (Newly presented) The vessel of claim 38, wherein the vessel contains an engine.

40. (Newly presented) The vessel of claim 39, wherein there is at least one slotted track for holding the at least one inflatable airbag in an uninflated condition and allowing the at least one inflatable airbag to expand.

41. (Newly presented) The vessel of claim 40, wherein at least one single airbag is deployed on the track by at least one device which attaches the airbag to the slotted track on the interior of the hull.

42. (Newly presented) The vessel of claim 39, wherein the hull has inner and outer walls and the at least one single airbag is deployed on the slotted track by at least one device which attaches the airbag to the slotted track between the inner and outer walls of the hull.

43. (Newly presented) The vessel of claim 39, wherein the vessel includes a sonar warning system for warning of potential harm to the vessel.

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44. (Newly presented) The vessel of claim 39, wherein the system contains a re-entry system which transfers air from the inflated airbags to the interior of the vessel.
45. (Newly presented) The vessel of claim 39, wherein the air compressor contains multiple overlapping impeller blades.
46. (Newly presented) The vessel of claim 39, wherein the air compressor is connected by an axle to a clutch device which is attached to an axle from the vessel's engine.
47. (Newly presented) The vessel of claim 39, wherein the at least one compression chamber is capable of holding air under pressure, a diaphragm makes up part of one wall of each compression chamber, and a time valve opens and closes at pre-determined intervals allowing pressurized air to be stored and released into the inflatable airbags.
48. (Newly presented) The vessel of claim 39, wherein the at least one inflatable bag is provided with a heating element.
49. (Newly presented) The vessel of claim 39, wherein the at least one inflatable airbag is at least one three-chambered main airbag having an inner chamber, a central chamber, and an outer chamber.
50. (Newly presented) The vessel of claim 49, wherein there is at least one smaller auxiliary inflatable airbag located at the top of the main airbag.
51. (Newly presented) The vessel of claim 49, wherein there is at least one diameter restrictor/gauge track for holding the at least one inflatable airbag in an uninflated condition and allowing the at least one inflatable airbag to expand.

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52. (Newly presented) The vessel of claim 51, wherein the at least one inflatable airbag is connected to the diameter restrictor/gauge track by at least one airbag securement latch device on the interior of the hull.

53. (Newly presented) The vessel of claim 51, wherein the hull has inner and outer walls and the at least one inflatable airbag is connected to the diameter restrictor/gauge track by at least one airbag securement latch device between the inner and outer walls of the hull.

54. (Newly presented) The vessel of claim 49, wherein the chambers of the three-chambered main airbag are connected by a series of inter-bag valves.

55. (Newly presented) The vessel of claim 49, wherein the vessel includes a sonar warning system for warning of potential harm to the vessel.

56. (Newly presented) The vessel of claim 49, wherein the vessel includes a re-entry system which transfers air from the inflated airbags to the inside of the vessel.
